Eastern Montana Fire Zone
SINGLE ENGINE
AIR TANKER
Operations Supplement
2006

Bureau of Land Management
EMFZ Fire & Aviation
111 Garryowen Road
Miles City, Montana

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1. Mission/Policy

The purpose of this supplement is to ensure that SEAT operations adhere to the BLM 9400 regulations, National, State and Unit Aviation Plans, the Interagency Single Engine Air Tanker Operations Guide (ISOG), the BLM SEAT Operational Procedure Handbook, as well as the National Business Center- Aviation Management Directorate- Contract for Flight Services.

2. Objectives

Provide aviation management expertise to ensure the safe and efficient use of SEAT aircraft within the Eastern Montana Fire Zone jurisdiction.

Accelerate initial attack capabilities for the Eastern Montana Fire Zone and cooperating interagency members within the Eastern Montana area.

Provide guidelines and checklists for the safe operations of SEAT bases, aircraft, and provide a safe working environment for all personnel.

Provide guidelines for Interagency Cooperation use within Eastern Montana Fire Zone.

3. Organization

The EMFZ exclusive use contract SEAT unit organization consists of:

Zone FMO	Dave Overcast
Zone AFMO	Eric Lepisto
Zone AFMO	Scott McAvoy
Unit Aviation Manager	Greg Loper
Air Base Manager	Andre Ruoti
SEAT Manager	Shelley Dunlap

** The EMFZ may utilize detail personnel as needed to supplement the exclusive use or call when needed aircraft staffing requirements.

4. Contracting of Aircraft

All SEAT contracts shall be procured through the NBC-AMD. The Eastern Montana Fire Zone will procure two Exclusive Use SEAT aircraft for initial attack (IA). Additional SEAT aircraft may be called into the zone either on Exclusive Use or Call When Needed (CWN) contracts.

An exclusive use contract will be utilized for securing the use of a SEAT aircraft for initial attack within the Eastern Montana Fire Zone. The aircraft will be approved to hot loading during initial attack operations. The contractor will provide a portable mixing unit with appropriate fuel storage for eight hours of flight operations. The contractor will provide all safety equipment needed to support the SEAT aircraft and ground crew. Pilots will be rated as fully qualified Level I pilots. Level II pilots may provide a maximum of 4 days relief during a 14 day duty cycle. An ICS qualified SEAT Manager will be in place prior to the arrival of the aircraft as per chapter II, section IV (a) of the ISOG to ensure contract requirements, policies and procedures are adhered to through the contract period. The contract may be modified should the agency requirements change. Request for changes will be submitted to NBC-AMD 30 days prior to completion of the normal contract period ie: contract extension.

Exclusive Use Contract Administration

- The Contracting Officer is a Contract Specialist from the Division of Acquisition- National Business Center-Aviation Management. The CO is the appointed government official with authority to award, modifies, resolve disputes, and terminates the contract.

- The Contracting Officer's Technical Representative is the West Area Director-National Business Center-Aviation Management. The COTR is authorized by the CO to take any or all actions to assure compliance with the technical portions of the contract. The COTR will conduct all requested or required inspections.

- The Contracting Officer's Representative is the Montana/Dakotas BLM State Aviation Manager. The COR is authorized by the CO to confirm the contract start date and the daily schedule, issue government property (if any) and assure the contractor performs in accordance with the contract.

- The Alternate Contracting Officer's Representatives (ACOR) will be the

EMFZ - BLM Unit Aviation Manager, the Air Base Manager and SEAT Manager. The ACOR is authorized by the CO to conduct pre-use conferences, pre-use inspections, order aircraft services, secure compliance with all contract provisions and specifications, record and agree to availability and flight times, approve authorized breaks, suspend operations and complete contractor evaluations at the end of the assignment.

Aircraft Requirements

- 2- Turbo prop aircraft with a minimum total hopper capacity of 799 gallons each.
- Variable setting fire hopper doors
- Horsepower rating minimum of 1100 brake hp
- ELT Transmitter
- VHF-AM 9600 /w CTCSS tone encoder
- VHF-FM aeronautical transceiver
- GPS navigational system
- Survival kit

Pre-use Requirements and Inspections

- Upon the arrival of the aircraft, a pre-use inspection will be conducted prior to placing in service.
- Check pilot, aircraft and support equipment cards for validation.
- Establish pilot/driver flight time and duty day logs
- Ensure flight time verification forms are signed by the pilot.
- Begin aircraft Contract Daily Diary.
- Complete Initial Briefing and review EMFZ SEAT operational procedures with pilot and crew.
- Review state and zone aviation orientation guides.

5. Aircraft Use Reports/Contract Daily Dairies/ Contract Evaluations

- Submission of OAS 23 forms will be dispensed and filed by invoice tracking number. Only the electronic templates for OAS 23's, daily dairies and contract evaluations shall be utilized for all exclusive use SEAT contracts within the zone. All corresponding hard copy 23's shall be destroyed.

- The OAS 23 forms are to be completed daily by the pilot in command (PIC), entries will be verified and charge codes added by the SEAT Manager. The OAS 23's will be submitted to OAS for vendor payment on the 1st and 15th of each month. The Unit Aviation Manager or designee will

review and authorize flight payment documents as outlined in the EMFZ Aviation Operation Plan.

- The UAM shall receive copies of all flight invoices. For exclusive use contracts, this shall be accomplished by electronic filing in the shared drive. The UAM shall forward all subsequent contract document copies beyond the zone.

6. Daily Cost Summary Database/Daily Staffing

- All associated aircraft costs, retardant use and personnel staffing will be forwarded to MCC "daily" utilizing the electronic templates. Daily staffing shall be submitted by 1000 hours along with the previous days' costs.

7. Support Requirements

- The Eastern Montana Fire Zone will provide 25,000 gallons of water storage, 12,000 gallons of liquid concentrate retardant capacity with complete plumbing and pump systems to the ramp area at the Miles City SEAT base. Satellite bases have 3-9,000 gallons of water and 3,000 gallons of liquid concentrate retardant storage capacity with complete plumbing and pump systems. Water is delivered by local fire department water tenders to satellite bases. Water tenders are ordered through local Blanket Purchase Order Agreements (BPAs).

- Porta-potties and portable hand washing stations are ordered through local Emergency Equipment Rental Agreements (EERAs) as outlined in the NWCG Fireline Handbook. For water, porta-potty and wash station orders, the Air Base Manager or SEAT Managers shall complete shift tickets and obtain resource orders from the dispatch center for payment by the Field Office Procurement Specialist (FOPS)or Fire Administrative Support Assistant (FASA).

- The Air Base Manager or SEAT Manager shall complete the appropriate Blanket Purchase Order (BPA) form for all food and lodging purchases not covered on a government credit card and maintain a record on file.

- All supply and support orders shall be documented on a general message form and reviewed by the UAM and Duty Officer prior to the Logistics Coordinator obtaining corresponding resource orders for purchase.

- All Air Base or satellite reload base support or utilities ie: phones, dumpsters, porta-potts, hand wash stations, cell phones, extra vehicles etc: need prior authorization from the UAM or Duty Officer prior to procurement.

- Retardant is ordered as needed by the Air Base Manager or Unit Aviation Manager through the Zone dispatch and FOPS/FASA. Miles City BLM operations staff provides logistical support by delivering retardant to satellite bases via tender.

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8. Satellite Base Network

The network consists of a hub base located at Miles City with a network of turnkey satellite reload bases across the Eastern Montana Fire Zone. Satellite reload bases consist of Broadus, Baker, Colstrip, Jordan, Ekalaka and Sheridan. The reload base network was developed for the efficient accelerated response of contracted and/or call when needed (CWN) SEAT aircraft. These Liquid Concentrate (LC) retardant reload sites enable the pilots to load the aircraft with retardant prior to the arrival of ground support crews. The EMFZ maintains an inventory of powder-form retardant and foam as a back up for LC and as a primary supply for these alternate airports. The Duty Officer or Unit Aviation Manager shall authorize utilization. See the EMFZ Aviation Orientation Guide for more detailed base information.

The network is designed to be effective as an interagency tool that is supported by the Miles City exclusive use or CWN aircraft needed for neighboring agencies. The agencies that adjoin the Eastern MT Fire Zone are the BLM-Central MT Fire Zone, Montana Department of Natural Resources, Northern Cheyenne Indian Agency, Crow Indian Agency, Fort Peck Indian Agency, U.S. Fish & Wildlife Service, USDA Forest Service, and the National Park Service. The satellite bases can be supported by these agencies in providing support personnel.

9. Memorandum of Understanding

Each satellite reload base will have a Memorandum of Understanding (MOU) agreement with local airport authorities for the purpose of re-imbursement of utilities, incidental charges, and repairs for damage to the site or taxiway. All charges will be billed to respective fire assignment or operations. Each MOU will be reviewed every 3 years and signed by the Field Office Manager, Fire Management Officer and Unit Aviation Manager and responsible airport authority prior to March 15th.

10. Facilities

The BLM leases hangar space from the City of Miles City at the Miles City Airport. This facility is provided as protection from severe weather and for scheduled maintenance. Priorities for limited space will be to government owned aircraft first, exclusive use contract aircraft second, and CWN/ARA aircraft third. The on-site government representative (Air Base or SEAT Manager) shall

authorize and coordinate parking of all aircraft within this facility on a daily basis. Ground handling of contracted aircraft shall be conducted only by employees of that vendor, unless prior documented authorization is in place. Security of contracted aircraft is a vendor responsibility.

The BLM has also leased the former FAA Flight Service Station as the primary air operations office. The former SEAT Base office located in hangar # 9 may be utilized as needed for additional personnel. Each primary satellite reload base utilizes office trailers for managers and flight crews. All office, kitchen and restroom facilities are available to contract personnel. Use of government phones for contractor business is discouraged. Government owned computers shall only be utilized by government employees with a log-in for that computer. Refer to the Air Base housekeeping rules.

11. Briefings

All incoming SEAT Managers shall receive an initial briefing from the Unit Aviation Manager, the Air Base Manager or designee as outlined in the EMFZ Aviation Orientation Guide. Detailer SEAT Managers should be self-supporting and arrive with their own manager kits and vehicle. Resource orders and qualifications shall be reviewed at this time. Managers shall provide pilots and crew daily briefings as outlined in the EMFZ Aviation Orientation Guide and the ISOG.

12. Ground and Flight Operations

One or more contracted aircraft may be utilized by the Eastern MT Fire Zone based at the Miles City airport or pre-positioned to one or more satellite bases for single initial attack response or combined in tandem as the Zone Duty Officer deems appropriate.

- The Air Base Manager shall be the airport onsite point of contact for all tactical, logistical, procurement, and intelligence information within the zone. The zone exclusive use helitack crew and ATGS shall function independently as indicated in the zone table of organization, but shall work together as a team with the Air Base Manager and other Air Base personnel.
- When the Miles City Air Base has more than 2 aircraft operating on the ramp at one time, a Ramp Manager/Parking Tender shall be designated and in place.

- As operations become more complex, a Fixed Wing Base Manager, SEAT Coordinator (SECO), Radio Operator (ABRO) or Helibase Manager may be utilized.

- SECOs work directly for the State Aviation Manager but shall contact the Unit Aviation Manager prior to arrival at any EMFZ facility.

- Only the contractor's personnel and assigned government personnel will be allowed in the loading pit area for fueling and loading operations. SEAT/Ramp Managers are responsible for restricting the general public from the pit and taxi areas.

- Each vendor shall load their own aircraft unless prior arrangements have been made. Government employees are authorized to load SEAT aircraft by completing documented training and approved by the State Aviation Manager (Interagency SEAT Loader Data Card).

- All SEAT aircraft under operational control of the EMFZ shall adhere to loading procedures as outlined in DOI AM- OPM# 05-46.

- The maximum number of SEAT aircraft allowed at one time at the Miles City Air Base shall be 6.

- The maximum number of SEAT aircraft allowed at one time at the primary satellite reload bases shall be 4.

- SEAT aircraft shall not be operated at any of the EMFZ's reload bases without being downloaded to the applicable airport's load bearing weight limitation and the aircraft's flight manual performance capability for runway length based on current conditions.

- Retardant storage tanks shall be re-circulated with documentation on a weekly basis. The Jordan and Ekalaka Fire Station engine crews shall perform circulation as scheduled with co-shared air compressors.

- Ramp area and parking areas will be cleaned of foreign objects and spills/leaks on a daily basis. Contractors will clean and wash ramps after washing aircraft.

- Traffic cones will be placed to delineate SEAT ramp area and taxi patterns for local aircraft.

- HazMat waste kit and halogen extinguisher will be placed adjacent to reload area for easy access by ground crews.

- Water tanks shall be kept treated to adequately prevent algae growth.

- Retardant samples will be taken upon base setup and as retardant is received thereafter as per the Lot Acceptance, Quality Assurance, and Field Quality Control for Fire Chemicals guide.

- 25 gallons of Class A foam will be stored at each base.

- Confirm with contractor that fuel arrangements have been made or that the fixed base operator will have appropriate fuel available.

13. Base Setup/Breakdown

The Eastern MT Fire Zone Single Engine Air Tanker bases will be activated/deactivated each year as authorized by UAM or Duty Officer.

SETUP CHECKLIST

- Contact local fire dept. and airport authority for base activation notification.
- One water tank shall be filled (3000 gallons) and retardant tank levels will be a minimum of 1,500 gallons for satellite bases and over 6,000 gallons for Miles City.
- Tanks, hoses, fittings and pump systems will be inspected and operationally checked before placing bases on active list.
- All pump and miscellaneous motors shall have oil changed and documented prior to each season of use.
- All applicable utilities shall be activated as authorized by the UAM or Duty Officer (also verify management codes).
- All office facilities shall be cleaned and disinfected prior to each season of use.
- Retardant storage tanks shall be circulated a minimum of one hour prior to season activation.
- Ensure applicable pump, radios, fax machines and supplies are on-site at each base.
- After pump and hose systems are assembled and checked for leaks, a mixed load of retardant shall be accomplished at each base.
- Each base shall have an emergency backup supply of powder retardant on hand prior to activation.
- Each base shall have an adequate supply of drinking water on site prior to activation.

BREAKDOWN CHECKLIST

- Coordinate with operations crew for retardant tender to haul mixed retardant or powder retardant if necessary (work order).
- Coordinate with fire crews to have engine (water) and crew for assistance.
- Contact local fire dept. and airport authority for base closure notification.
- Contact FASA to have all utilities and support equipment disconnected or removed.
- Retract tip portion of each satellite base office trailer (leave stands and handle on site).

- Remove all perishable food from each office facility.
- Remove water and Gatorade from each satellite base office trailer.
- Remove fax machines and radios from each satellite base office trailer.
- Empty all eye wash stations.
- Cover office trailer floors and furniture with plastic prior to winter storage.
- Remove and haul back all garbage.
- Empty retardant mix tank (tender or pit- use discretion).
- Thoroughly flush pump, hoses and batch tank with water.
- Disconnect all hoses and fittings.
- Thoroughly clean all hoses, valves, fittings and gaskets.
- Return all pumps to Miles City for off season (drain pump, put Stabil in fuel and document).
- Place all hoses, fittings and valves in office trailer for off season.
- Thoroughly rinse and drain pump and pit areas.
- Thoroughly rinse and drain water storage tanks of all organic material.
- Cap all retardant tank fittings.
- Remove or store powder retardant buckets out of weather.
- Return all fire extinguishers to the Miles City hangar.
- Lock office trailers (place key inside heater compartment).
- An annual inventory of all SEAT operations government owned property shall be performed by the Air Base Manager or SEAT Manager (use shared drive for electronic documentation).

14. Aircraft Operating Procedures

- SEAT Managers will conduct daily pre-operations briefings that include:

    - Map of last 24-hour lightning occurrences
    - Map of forecasted weather for next 24-hour period
    - Expected fire behavior and fire activity
    - Changes in radio frequencies (ramp, flight following and tactical)
    - Other local and regional aircraft assigned.

- Pilots and ground crews will perform pre-flight, ground radio checks on aircraft including emergency dump at the start of each duty day to ensure flight readiness.
- Pilots shall perform weight and balance performance calculations as conditions dictate as per the contract and Federal Aviation Regulations. An EMFZ load calculation form shall be completed in conjunction with the initial manager/pilot briefing and aircraft pre-use inspection.

- Pilots who have not flown in the previous duty cycle (12) days, shall perform a proficiency drop upon return from days off as authorized by the UAM/Duty Officer.

- SEAT Managers will notify the pilot of a flight request providing the aircraft dispatch form with the required dispatch information as soon as possible prior to take off. Information from aviation dispatch will be checked for completeness and forwarded to each pilot.

- The exclusive use aircraft vendor will be first in rotation at the beginning of each day. A rotation list will be set up and posted to ensure proper rotation of aircraft.

- All SEAT aircraft shall adhere to the assigned frequencies as outlined in the communications plan.

- Once all functional checks are completed, the pilot will contact the SEAT/Ramp Managers on ramp frequency for further instructions.

- Upon turning onto the active runway, the aircraft will go into a sterile cockpit mode until reaching cruising altitudes; then the pilot will establish contact with dispatch for flight following every 15 minutes. Pilot will report off time and estimated time of arrival to the fire and any other information. An ATGS may perform this task as long as positive contact is maintained on VHF-AM (Victor).

- Pilot will establish contact with ground forces on the assigned tactical frequency prior to any drop. If contact cannot be made, the pilot will contact dispatch for further instructions on the drop. An ATGS may assume these duties as long as positive contact is maintained on VHF-AM (Victor). Refer to the Fire Traffic Area (FTA).

- If there are no resources on scene, report to dispatch with a size up and a drop may be conducted with the approval of the Duty Officer. Degrees-Minutes-Seconds is the EMFZ standard method of reporting location.

- An Air Tactical Group Supervisor (ATGS) shall be utilized whenever possible when more than two tactical aircraft are over an incident at one time.

- Should an ATGS not be available during initial attack, IC, the Zone Duty Officer, or Unit Aviation Manager may direct and space aircraft, in order to allow for only one aircraft over the incident at any give time if necessary. In a multiple aircraft situation, aircraft will maintain a five-mile holding buffer zone outside of the incident operation airspace. Refer to the FTA

- For overdue procedures, refer to the Aviation Mishap Response Plan maintained by the Zone Aircraft Dispatcher.

- Upon completion of the mission, the pilot will re-establish contact with dispatch for flight following and for further instructions or changes.

- Approximately 5 minutes from base, the pilot will call in a present location and go into a sterile cockpit mode until off the runway. Then switching back to the ramp frequency informing dispatch of down time and for further instruction on hold or reload and return. If contact cannot be made on aircraft radio while on the ramp and no manager has arrived, the pilot shall go to the SEAT base phone and make contact.

- The Management expectation is 15 minutes response from the time the SEAT Manager receives the dispatch form to the time the aircraft leaves the ground.

15. Security

- All EMFZ aircraft bases shall have a posted security plan in place.

- Do not give out the vehicle gate access code to anyone; the Airport Manager is the only one to authorize access.

- Do not give out the Air Base or hangar door access code to unauthorized personnel.

- All vehicles on the ramp shall have either a flashing light, checkered flag or Unicom radio.

- Only vehicles essential for operations are allowed on the ramp.

- A government Ramp Manager shall be in place while government owned or contracted aircraft are taxing.

- All government/contractor personnel on the ramp shall be under control of a Ramp Manager or have a Unicom radio.

- No exiting from Air Base office while commercial aircraft are taxing or parked at the terminal,
  (enter ramp from the south).

- All government/contracted aircraft shall have a dual lock out system in place.

- All government/contractor associated pilots and crews shall check in with the Airport Manager as soon as practical.

16. Safety

In the event of an aircraft fire, the loading process will stop immediately. Notify the pilot and clear aircraft until engine is shut down. Ready the fire extinguisher and wait for directions from pilot to attempt to extinguish the fire. For a fire or other emergency dial 911 and Miles City Dispatch; see the Interagency Aviation Mishap Response Plan for the EMFZ.

- NFPA 407 requires that aircraft must be equipped with an approved Dry-break refueling nozzle for hot refueling. The refueling port must be clearly marked as to type of fuel.

- Over the wing, refueling is prohibited while reloading retardant.

- All government personnel are restricted in aiding the refueling of the aircraft unless deemed necessary by the pilot in an emergency situation.

- The fueling operation will be conducted in a secure area, without presenting a hazard to facilities or other aircraft.

- At no time should the pilot be distracted during loading and fueling.

- As per the ISOG, there shall be no simultaneous loading and fueling of aircraft.

17. Retardant

The Base/SEAT Manager will monitor and document the use of fire retardant on a daily basis. When the tanks reach the 50 percent level (Miles City 6,000 gallons, reload bases 1,500 gallons), the Base/SEAT Managers or Unit Aviation Manager will order retardant through the Miles City Interagency Dispatch Center (MCD) and Field Office Procurement Specialist.

RETARDANT TESTING PROCEDURES

- The Base/SEAT Manager will ensure retardant sampling in accordance with the NWCG- Lot Acceptance-Quality Assurance Handbook.

- The Base/SEAT Manager will ensure each aircraft load is tested by the contractor and documented for proper mixing ratio with a refractometer.

(LC)-LIQUID CONCENTRATE, D-75F POWDER

- The EMFZ utilizes three different nationally approved long term retardant products. Each is considered non-hazardous as termed in 40 CFR 370 and the U.S. Department of Transportation. SEAT Managers shall possess a copy of the current material safety data sheets (MSDS) at each base of operations. The Field Office Haz-mat Coordinator shall annually perform centrally filed reporting of stored retardant.

PRECAUTIONS IN SAFE HANDLING AND USE OF RETARDANT

Eye protection -- Safety goggles

Skin protection -- Protective gloves, wash hands and exposed skin thoroughly after handling.

Clothing and -- Personnel should be appropriately clothed in footwear, long pants and shirtsleeves or coveralls. Boots should have vibram soles.

ENVIRONMENTAL PRECAUTIONS

Environmental impact of concentrate and mixed retardant: aquatic toxicity for Rainbow trout LC/50 value at 96 hours @ 790 mg/liter

Avoid lakes and streams as outlined in the Standards for Fire and Aviation Operations in applying retardant due to sensitivity of aquatic life to chemicals.

RETARDANT/FOAM SPILL CONTINGENCY PLAN FOR ALL BASES

Once the product is pumped into the aircraft, the contractor assumes responsibility for clean up. If possible a “team” concept should be applied. Liquid concentrate spills will be classified and mitigated in three categories according to class.

Class D Spill < 10 gallons

<u>Clean up procedures</u>

Flush concentrate from the ramp to the surrounding vegetation with approximately 50 gallons of fresh water or more to ensure sufficient

dilution of concentrate.

Class C Spill >50 gallons and <100 gallons

Clean up procedures.

Pick up recoverable retardant with flat shovel, broom and a five-gallon bucket with cover. Soak up remaining retardant with dry absorbent supplied in the spill kit. Sweep up recoverable absorbent material by placing in a commercial strength plastic garbage bag and dispose of according to the Miles City Field Office HazMat requirements. Unrecoverable materials will be washed clear of the ramp with fresh water. Contact MCC to notify the Field Office HazMat Coordinator about the spill.

Class B Spill >100 gallons <1000 gallons

Clean up procedures.

Immediately inform MCD of the spill in order to notify the Field Office HazMat Coordinator. Deploy the spill broom kit to retain the spill flow and siphon residual retardant with spill trash pump back into storage tank. Pick up remainder of recoverable retardant with flat shovel, broom and the bucket with a cover. Soak up remaining retardant with dry absorbent supplied in spill kit. Sweep all recoverable absorbent material by placing in a commercial-strength plastic garbage bag and dispose of according to Field Office HazMat requirements.

Class A Spill >1000 gallon and <12000 gallons

Clean up procedures.

Once the product is pumped into the aircraft, the contractor assumes responsibility for clean up. Immediately contact MCD by phone 233-2900 or by BLM radio frequencies. MCD will contact: Duty Officer, Local Fire Department (911), Field Office HazMat Coordinator- Dex Hight at 233-3642, Local Disaster Emergency Services- Norman Parrent at 232-2809, Unit Aviation Manager- Greg Loper at 233-2909 or 853-5163, BLM Ranger- Lori Harbaugh at 233-2830, Operations (Wolff 233-2876, Butcher 233-2877 or Bement 233-2883) for backhoe or end loader to build retaining berm around spill. Then establish a buffer zone quartering off spill area from general public and follow recommendations of HazMat team or authorities on further clean up procedures.

18. Aircraft Fuel

The two types of fuel that will be used at the SEAT bases are Jet A and 100 LL AV-gas. Fuel spills should be handled as such:

Fuel spilling from aircraft or equipment will require that all loading operations be suspended immediately. Any form of fuel spill will be reported to the SEAT Manager, Aviation Manager or airport authority as soon as possible. A determination will be made by one of these persons if operations can continue or should be suspended, and a corrective action will be taken. A spill presents a potential fire hazard and should be treated as such. Spills should be cleaned up immediately with absorbent pads, oil dry, or sawdust. Washing the spill away is prohibitive due to environmental concerns. Used absorbent materials should be placed in metal containers with closeable lids. Large spills should be blanketed with foam to reduce fire hazard.

Spills in excess of 25 gallons must be reported to the Montana Department of Environmental Quality hotline at (406)-444-5976.

Special Note: For both retardant and fuel spills on the ramp at the Miles City Air Base, affected storm drains shall be immediately plugged to prevent entry into the storm drain system. Aircraft wash downs shall be performed away from the storm drain system as designated by the Airport Manager.

19. Approved SEAT Airports

Airstrip	Fuel	Runway	Length	Elevation	Location
Baker	100 LL Jet A	Asphalt	4900x75	2971	46-21-30N 104-15-0W
Billings	100 LL Jet A	Asphalt	10520x75	3649	45-48-30N 108-32-36W
Broadus	None	Asphalt	4400x575	3280	45-28-021N 105-27-13W
Buffalo, SD	100LL	Asphalt	3900x60	2889	45-34-49N 103-31-46W
Colstrip	None	Asphalt	5100x75	3425	45-51-12N 106-42-36W
Ekalaka	None	Asphalt	3700x75	3503	45-52-40N

					104-52-36W
Glasgow	100 LL Jet A	Asphalt	4999x75	2294	48-12-42N 106-36-54W
Jordan	None	Asphalt	4300x75	2662	47-20-0 N 106 56-24W
Lewistown	100 LL Jet A	Asphalt	5600x100	4167	47-02-54N 109-28-0W
Miles City	100 LL Jet A	Asphalt	5880x100	2628	46-25-42 N 105-53-12W
Sheridan	100LL Jet A	Asphalt	8300x100	4024	44-46-09N 106-58-49W

20. Communications/Frequencies

SEAT aircraft operations within the Eastern Montana Fire Zone will follow the tactical frequency sequence plan in the Aviation Operation Plan and EMFZ Orientation Guide.

Ramp Frequency VHF AM---RX and TX----- 123.975

- Use for aircraft ground operations. Ramp is defined as the designated area for loading aircraft marked off by traffic cones. Pilots shall switch to assigned ramp frequency any time aircraft are moving inside the traffic cones.
- The use of Unicom at the primary satellite reload bases requires authorization from the appropriate Airport Manager.

Flight Following Frequency ---VHF FM---RX and TX---- 168.650

- Use for aircraft to MCD -- 15 minute position checks

Tactical VHF-FM Air to Ground and tactical VHF-AM (Victor) Air-to-Air frequencies are renewed annually. Refer to the frequency zone map in the EMFZ Aviation Orientation Guide.

21. Summary

This document is supplemental specific to EMFZ Aviation Operation Plan. It shall be reviewed and updated annually by the zone SEAT organization staff, with completion prior to December 1st. The primary operational guide for SEAT operations within the zone is the Interagency Single Engine Air Tanker Guide (ISOG). The EMFZ Aviation Orientation Guide contains additional base specific information.